

ESTABLISHED 1857.

HONGKONG THURSDAY, AUGUST 6TH, 1891

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號六月八年亥癸

PRICE \$2⁵⁰ PER MONTH

SE:DP:MO

ARRIVALS.
August 4, METAPEDIA, British steamer, 1,400 tons, from Fraser, Barrow 4th June, and Singapore 23rd July, Railway Iron—CAPTAIN.
August 5, JASON, British steamer, 1,411 tons, from Towell, Shanghai, Foochow, and Amoy August, General—BUTTERFIELD & SWIRE.
August 5, THORNDAL, British str., 1,877 tons, from L. Etherington, Amoy 3rd Aug., Ballast & Co.
DUNDEE, CARRILL & Co.
August 5, FLOR, German ship, 1,375 tons, from P. von—Cordis & Co. Hamburg.

Rhippong 2nd August, General.—Mess.
 GENIES MARITIMES.
 August 5, LIBELLE, British str., 865, Gr.
 N. wharf, and Chofco 29th July, Gen.
 —E. C. RAY.
 August 5, TOONAN, Chinese steamer, 938, J.
 Warwick, Whampoa 5th August, General.
 —M. S. N. Co.
 August 5, CRUAN, German str., 623, W. Wei.
 Whampoa 5th August, General.—C. M.
 N. Co.

CLEARANCES
 AT THE HARBOUR MASTER'S OFFICE.
 5TH AUGUST.

P. C. O. KLO, British str., for Yokohama.
Thomdale, British str., for Aden.
Velocity, British bark, for Honolulu.
Johann, German str., for Musao.
Thales, British str., for Swatow.
Cardiganhire, British str., for Singapore.
Taisang, British str., for Swatow.

DEPARTURES.

AUGUST 5, *TRITOS*, German str., for Guam.
 AUGUST 5, *GLENFLOX*, British steamer, for Singapore.
 AUGUST 5, *NINGPO*, German str., for Canton.
 AUGUST 6, *EMERBOLD*, British steamer, for Amoy.

August 4, KWANG-LEE, Chinese steamer, for Shanghai.
August 5, JOHANN, German str. for Macao.
August 5, THALES, British str. for Swatow.
August 5, CARDIGANSHEAD, Brit. str. for Singapore.
August 5, DAN JUAN, Spanish str. for Amoy.
August 5, BENLOMOND, British str. for Kanton.
August 5, RIVERSDALE, Brit. str. for Nagasaki.
August 5, EDENDALE, British str. for Kanton.

PASSENGERS.

ARRIVED.
Per Jason, str., from Amoy, —120 Chinese
Per Dalo, str., from Amoy, —50 Chinese.

lard, and 19 members of his troupe, Count Ploten, and Mr. T. Wallace.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. W. D. Barnes	Mr. W. Nanson
Capt. Cunningham	Lieut. Patterson
Mr. Elmsdale	Mr. G. F. of Santos
Mr. H. B. Hrenskuck	Mr. J. Addison Taylor
Mr. A. H. Lemon	Mr. & Mrs. Zobel & c

VICTORIA HOTEL.

Mr. Aedulis	Mr. J. Manado
Mr. Aquino	Mr. M. Mass
Miss M. Brocker	Mr. Reine
Colonel Cramer	Mr. Scottbro
Mr. G. F. Crawl	Mr. Tor ekob

Mr. J. Arranger	Mr. Ponle
Mrs. C. Coker & children	Mr. Robinson
Mrs. and Mrs. G. S. Conon	Mr. & Mrs. Louis E. Co
Mr. Dupont	Mr. A. Ross
Mr. Fenwick	Mr. & Mrs. Bra
Hon W. M. Goodman	Smilh
Mr. Goosman	Mr. Taylor
Mr. C. J. Holliday	Mr. G. T. Yelich
Capt. N. MacFarlane	Mr. Winnill
Mr. MacLean	Mr. and Mrs. A. G. V
	Mr. & G. Wool

FRANK HOTEL.

Mr. J. F. Boulton	Mr. J. S. Moira
Mr. A. W. Hewins	Mr. and Mrs. W. Par
Mr. E. M. Barber	Mr. F. J. Phillippe
Mr. J. M. Coughtrie	Mr. F. H. Sawyer
Capt. ...	Mr. ...

Mr. C. L. Verrill Mr. G. L. Sisson
 Mrs. J. C. McCallum Mr. W. H. Wallace
 Mr. Louis Mendel

VESSELS IN DOCK.

ABERDEEN DOCKS.
KOWLOON DOCKS.—Frojr, Holstein, Emp
 of Japan, Escort.
COSMOPOLITAN DOCK.—Gaelic.

TO-DAY.

Sale of Drapery, &c., at Mr. Lamm
 Rooms, 2.30 p.m.
 Meeting of Sanitary Board, 4.15 p.m.
 Polo at Causeway Bay, 5.0 p.m.

NOW OPEN.
 THE MOUNT AUSTIN HOTEL.
 A SELECT FAMILY and RESIDENTIAL HOTEL, situated 1400 ft. above the sea level, commanding on the one a magnificent view of the Harbour with Mainland in the distance, and on the other hills and mountains, with the sea beyond dotted with islands as far as the eye can reach, surrounded by extensive promenade and pleasure grounds, including three good Tennis Courts.

The Manager, Mr. ROBERT LARSEN, will be assisted by an Efficient Lady Staff, and the Hotel will be conducted upon the best English system. The accommodation comprises spacious Dining Hall, Private Dining Room, Drawing, Reading, Smoking, Grill, Billiard and Private Sitting Rooms, with Fifty-four Bedrooms each provided with separate Bathroom and every convenience.

Tramway Tickets will be supplied to Visitors at Reduced Rates.

For terms apply to the SECRETARY at COMPANY'S OFFICE, 38 and 40, Queen's Road.

BAY VIEW HOTEL.

MR. OSBOENE begs to announce that
this convenient HALF-WAY HOUSE
SHAUKIWAN ROAD is now Open.

The HOTEL commands a beautiful View, and
is situated in a cool and breezy spot.

There is a convenient landing jetty opposite
the Hotel for launches.

be served any hour. Prompt attendance.
Hongkong, 15th May, 1891. [12]

NOTICE.

IN THE HIGH COURT OF JUSTICE
IN BANKRUPTCY.

RE ADAMSON, BELL & CO.

TELEGRAPHIC instructions have been received from Mr. GEORGE WREFOR Official Receiver, High Court of Justice, London, that the above-named firm is insolvent and has been placed in liquidation. The Official Receiver has been authorized to call on the firm's agents in Hongkong to produce the books and papers of the firm, and to take possession of the same. It is requested that the agents of the firm should comply with the above instructions as soon as possible.

Estate. All Creditors of the said Firm
Hankong are hereby requested to forward par-
ticulars of their claims to the undersigned, and
all Debtors to the said Firm are hereby notified
that payment may only be made to the unde-
signed.

Dated this 11th day of July, 1891.
1738| DODWELL, CARLILL & Co.

SHIPPING IN FORMER
KORE.

Exo. British str., 1,098, J. Watson, July 26,
Sammel, Sammel & Co
Goshiki-mura, Jap. str., 844, R. Tittle, July 27,
Nippon-Yasen Kaisha
Gilester, British ship, 2,339, Dixon, July 24,
O. & J. Trading Co
Granite State, Amc. sh., 1,820, Barstow, June 19,
O. & J. Trading Co
Hermann Wedel-Jarlsberg, Norc. str., 1,958, N.
Houge, July 23, R. Ahrens & Co., Naph.
Haver, German str., 388, Nielsen, July 27,
H. H. Nielsen

Lydia, German str., 1,182, Forok, July 25,
Simon, R. & Co
Marquis de Lorne, British bark, 1,143, Vicksery.
June 23, C. & L. Trading Co
Mongkut, British str, 559, Anderson, July 23,
Butterfield & Swire
Owari Maru, Jap. str., 677, Jones, July 27,
Nippon Yusen Kaisha
Redemption Ship str. 1,880, Dawson, July 23

Senator, B. H. ship, 1,474, Ellis, June 21,
C. & J. Bellinger Co
Takasago-maru, J. p. ship, 1,236, Sommer, July 23,
Nippon Yusen Kaisha
Verona, British str., 1,876, Seymour, July 27,
P. & O. S. N. Co
Zumbesi, British str., 1,565, Edwards, July 28,
F. Upton

YOKOHAMA.
In Port on 25th July, 1891.
Afghan. British str., 1,193, Golding, July 12
Doddwell, Cardill & Co
Baring Brothers, Amr. ship, 2,090, Murphy,
June 23, C. & J. Traling Co
Dandaneau, Brit. ship, 1,891, Palmer, July 14
C. & J. Trading Co

Jardine, Matheson & Co
Gaelic, British str. 2,690, Pearsa, July 24
O. & O. S. N. Co
Kintak, British str. 2,712, Thomson, July 24
W. M. Strachan & Co
Melanope, British ship. 1,608, Teit, June 23
C. & J. Trading Co
Melbourne, Fran. str. 2,873, Bevilagua, July 23
Macgregor, Meritima

O. & O. N. S. Co
Sukio-maru, Jap. str., 1,358, Conner, July 24
Nippon Yusen Kaisha
Santa Clara, Am. ship, 1,473, Fuller, June 26
Fraser, Farley & Co

BANGKOK.
In Port on 10th July, 1891.

**HER BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.**
Alacrity, a steel launch boat, 4 tons, 318

Archer, cruiser, 6 guns, 3,500 h.p., Comd. J. Ferris, at Shanghai

Firebrand, 6-cylinder overhead, 4 gears, 440 h.p.
 Lieut. C. J. Baker, at Shanghai
 Flycatcher, 6-cylinder, 3 gears, 1,150 h.p., Capt. F.
 W. Craigie, at Singapore
 Imperiana, 4-cylinder, 10 gears, 12,000 h.p.
 Capt. Richard S. Poe, at Yokohama

Burgess, Walter, 5 years, 1,950 h.p., Com. V. I.
 Tiedal, at Shanghai
 Mercury, engine, 18 years, 2,311 h.p., Cap.
 Chas. J. Balfour, at Yokohama
 Pearson, engine, 6 years, Lieut. Cmdr. Ingram
 at Shanghai

Flower, merchant, 4 sons, 1,200 h.p., Lieut.-Com.
 L. K. Bell, at Honolulu
 Porpoise, steel torpedo cruiser, 3 sons, 3,500
 h.p., Com. R. W. White, at Yokohama
 Rattlesnake, composite gunboat, 2 sons, 1,000 h.p., Lieut.
 Com. J. G. Haugh, at San Francisco

- Freeman, at Shanghai
 Severn, cutter, 12 guns, 2,000 h.p., Capt. W.
 H. H. H. at Yokohama
 Solent, torpedo mining launch, at Hongkong
 Swift, double-masted s.s., 2 guns, 1,013 h.p.
 Com. Hon. E. B. B. at Shanghai
 Tweed, double-masted s.s., 2 guns, 340 h.p.

Victor Emanuel, receiving ship, 20 guns, Com-
modore E. J. Church, at Hongkong
Wiven, 1400 tons; 4, 1,450, in reserve,
Hongkong.

FOREIGN MEN OF WAR ON THE
CHINA AND JAPAN STATION.

Admiral Kurohara, Russian cruiser, Capt.
Adelsteinoff, at Visitation Look
Alexandrina, German cruiser, Capt. Schneider
at Nanking
Alliance, Amr. covr., Comd. Folz McCurley
at Shanghai
Aspio, French gunboat, 4 guns, Capt. Journe
at Shanghai

Capt. Boyle, at Vladivostok
Oomoto, French gunboat, Lieut. Martel, a
Haiphong
Diu, Portuguese g.-h.t., 6 guns, 700 h.p., Captain
M. A. Gomes, at Yokohama
Djibti, Russian corvette, Capt. Fekersam, a
Vladivostok

Ascher, at Chaofoi
Inconstant, French gunboat, Capt. Jouquières
at Shanghai
Kornetz, Russian gunboat, Capt. Filisoff, at
Shanghai
Kraysser, Russian torpedo, 6 guns, 1,205 h.p.
Capt. Kojetewsky, at Vladivostok
Leinax, German cruiser, Captain Robbgr., at

Lutlin, French g.-bt., Com. Neany, at Bangkok
Madjar, Russian cruiser, 7 guns, Comdr. East,
at Sbangsi
Mononey, Amr. gun-vessel, 6 guns, Com. M. L.
Johnson, at Yokohama
Nayendin, Russian cruiser, 9 guns, 253 h.p.
Capt. Zarina, at Vladivostok

Com. J. Merthon, at Chinkiang
Pamiat Azova, Russian cruiser, Cpt. Lomen,
at Vladivostok
Parseval, French cruiser, Capt. Fourrest, at
Japan
Plavier, French-gt., Capt. Lapal, at Hongkong
Reina Cristina, Spanish cruiser, Cpt. Inglis, at
at Manila.

Kio Lima, Portuguese g-br., 8 guns, 100 a.p.,
Capt. J. R. Santa Barbara, at Macao
Sivostoh, Russian cruiser, 13 guns, Capt. A.
Plaskin, at Hongkong
Sophie, German cruiser, Captain Herbiuz, at
Nanking
Swatara, Amr. corvette, Com. P. H. Cooper,
at Yokohama

Lucimier, at Shanghai
Velasco, Spanish cruiser, 4 guns, Capt. Jose
Fernandez, at Shanghai
Villars, French cruiser, Captain Thouvenot, at
Chefoo
Wipere, French gunboat, 4 guns, 100 h.p., Capt.
Constable, at Shanghai
The Yokohama, at Peking, Captain

Doubarsoff, at Vladivostok.
 Voltorno, Italian cruiser, Comd. Roych, at
 Shang' ai.
 Yostook, Rus. g.-b., 4 guns, Com. Molchousky,
 at Vladivostok.
 Volf, German gunboat, 2 guns, 340 h.p., Lieut.
 Com. Hellhoff, at Shanghai.
 Gripi, Austrian corvette, 4 guns, Cap. Kbit-

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At this time the centre appears to
be in about 20½° N. 121½° E. The
star was falling in Amey and Swatos and
other was equally and wet in Luzon with
brozes. Ships to the north of Formosa

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[illegible]

less remember what occurred at that meeting. You authorized the Board to raise a sum of Tls. 35,000 and to venture for meeting the necessities of

[illegible]

now launch, which has means, you will find it a
at work. The former launch has become un-
satisfactory to do the work any more, and as soon
as the new launch is ready we have reason
to believe we shall get \$3,000 or \$3,500
for the old launch. The rest of the plant
is described in the report will amount to
\$24,500 in all, and we have hopes that it will be
completed and at work on the estate in October
or November next, so that it will be at work
during the greater part of the coming crop.
This machinery will enable the double crushing
to be done, and that is a matter the great
benefits of which we placed before you at the
meeting in March last, and to which we
have been constantly referred. It will enable us not

[illegible]

of rice to the coolies on the estate was made monthly and that put it into their power to sell

and of the time they were in a starving condition. I have taken the trouble to make the accounts daily on the basis of the actual receipts and to be not only a saving, but it has improved the health of the colony, and there are fewer now than when I first came to the country. I have also transferred the taking of the time from the *Angels*, though this measure met with a little opposition, to the *Angels* themselves. I have found it more stimulating and to induce a very much better spirit among the colonies, and we may say that the accounts have been a great help from this arrangement. With reference to the crop there is nothing more to be said at present. I have not yet received any explanation of all the present moment. It is a difference in the proportion of No. 1 sugar, which is the only one that is sold at a premium. The previous year, the proportion was 95 per cent. of No. 1 sugar, and with the change in the machinery, we have every reason to hope that we shall be able to produce a larger quantity of No. 1 sugar than last year, or even more. With regard to the accounts, there appears to be a trouble or complication in the treatment of the accounts. I think, I will be satisfactory to you in connection with the accounts we were unfortunately

which was so small that we did not think it worth while to write it off for depreciation. There are

the other observation I can make, gentlemen, in addition to the fact that I report, but if there are any questions to be asked, I shall be glad to answer them as far as I am able.

No questions being put, the CHAIRMAN proposed that the report and motions as presented be carried.

Mr. LOW seconded and the motion was carried. Mr. LOW proposed, the CHAIRMAN seconded and was carried—that Mr. Francis be re-appointed to the committee on the subject of the insurance.

Mr. FRANCIS proposed—that Mr. G. R. Wingrove be re-appointed auditor at the annual commemoration of 1891.

Mr. LOW seconded the motion, explaining that though Mr. Wingrove had gone, because he would be back in Shanghai shortly, and Mr. Francis of his office had undertaken to do his duty in his absence, the proposition was carried.

It was then proposed that the meeting be dissolved during the month of August, 1891.

This concluded the business of the meeting.—*Overbury*

INSURANCE IN JAPAN.

It is but eleven years since marine insurance was first taken in Japan. A feebly paid it was in those early days. We can recall the description of its birth by the *Chinpei Zasshi Shimpo*, a Japanese magazine. Just there was given a thrilling satisfaction "that of public learned how to use 'nine guilds' of Tokyo made a pool with their ten foreign-built sailing vessels, becoming joint owners of the fleet, and thus, in the twinkling of an eye, the loss of development has taken eleven years considerable development has taken place, and there are in Japan now no less than seven insurance companies, of which five are the most approved Western models. Four of them are life insurance companies, two are fire insurance, and one marine. Of the first mentioned class, the *Meiji Fire Insurance Co.* and the *Meiji Life Insurance Company* (*Meiji Seimei Kaisha*) of Tokyo, and next in order come the *Japan Life Insurance Company* of Osaka and the *Imperial Life Insurance of Tokyo*, followed by a long distance by the *Dojutsu Jiji Seikinsha Kaisha*. The Marine Insurance Company (*Tokyo Kaifu Kaisha Kaisha*), established in 1880, has steadily extended its business, and for the able management of Mr. Marston, it has been able to prosper and prosper, whence it draws substantial profits, and its directors now contemplate the establishment of branches in several other great commercial cities. The *Meiji Fire Insurance Co.* (*Meiji Kaifu Kaisha*) and the *Meiji Life Insurance*

business under the able management of Mr. Masuda. It has branches in London and

at which His Majesty and a large number of
Siamese officials were present.

JUST PUBLISHED

THE SIXTY YEARS
ANGLO-CHINESE CALENDAR

A From 1st January, 1834 to 31st December
1893, being from the 31st year of the 75th
Cycle to the 30th year of the 76th Cycle.
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Hongkong: Published at the Daily Press
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